

Local Traffic Impacts During Reconstruction

We are concerned about the local traffic impacts during reconstruction. The two obvious roadways that will have increased traffic are W. Greenfield Avenue and STH 100. But, we feel that W. Lincoln Avenue, S. 92nd Street, S. 76th Street, S. 60th Street and maybe even W. Oklahoma Avenue will be significantly impacted during work on the interchange. As an example, when I-894 was resurfaced a few years, we received complaints from residents along S. 92nd Street that the traffic increased to a point that they could not get out of their driveways during rush hour.

The City can be expected to offer other comments and concerns as this project continues through design and construction. Thank you for your consideration of our comments and for taking the opportunity to discuss the Zoo Interchange with us.

Sincerely,



Dan Devine,
Mayor

PD/pd

cc: West Allis Common Council
State Senator Jim Sullivan
State Representative Anthony Staskunas
Tracy P. Gilliam, DOT Project Supervisor
Brad Heimlich, Forward 45
Paul Ziehler, West Allis City Administrative Officer
Michael Pertmer, West Allis Director of Public Works



CITY OF WAUWATOSA
ENGINEERING & OPERATIONS DEPARTMENT

7725 West North Avenue
 Wauwatosa, Wisconsin 53213
 Phone: (414) 479-8927
 Fax (414) 471-8492
 www.wauwatosa.net

WILLIAM A. KAPPEL
 Director of Public Works

May 30, 2008

Ms. Carrie Cooper
 WisDOT
 141 N.W. Barstow
 Waukesha, WI 53187

RE: SAFTEA-LU6002 Impact Analysis Methodology Document Zoo Interchange
 (I94/I894/USH45) USH 45 Reconstruction Project Milwaukee County, WI WisDOT Project
 I.D.1060-33-01.

Dear Ms. Cooper:

After reading the draft material on the above referenced Zoo Interchange Project, I would offer the following comments on behalf of the City of Wauwatosa.

Section 13 Water Resources/Floodplains/Stormwater Impact Methodology

The City of Wauwatosa strongly suggests that the minimum standards that should be applied to this project are the same as the criteria that local governmental entities are required to meet. This includes the standards in NR 216 as well as the governing rules of MMSD chapter 13. The city is extremely sensitive to adding impervious surfaces without supplying adequate storage that might contribute to local flooding especially after the large sums of money that have been spent to protect the community.

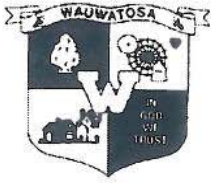
I am enclosing a copy of the minutes from the Common Council's Traffic and Safety Committee where this matter was discussed.

Several members of the Common Council are also looking for WisDOT to address the issue of alternate modes of transportation as part of this Zoo Freeway Planning process. I only mention this so it does not come as a surprise to staff as we go forward into this process.

I appreciate the opportunity to comment on these matters and look forward to working with you and the rest of the WisDOT staff assigned to this project.

Sincerely,

William A. Kappel
 Director of Public Works
 City of Wauwatosa



CITY OF WAUWATOSA

7725 WEST NORTH AVENUE
WAUWATOSA, WI 53213
Telephone: (414) 479-8917
Fax: (414) 479-8989

TRAFFIC & SAFETY COMMITTEE MEETING
Tuesday, May 13, 2008

PRESENT: Aids. Jay, Maher, McBride, Meaux, Stepaniak -5

ALSO PRESENT: W. Kappel, Dir. of Public Works; Chief B. Weber, Police

Ald. Meaux as Chair called the meeting to order at 7:00 p.m.

Zoo Interchange Communication Process

Mr. Kappel said that he is seeking direction on the committee's desired level of participation as the Zoo Interchange reconstruction process proceeds. The city is a participating agency, and he will serve on the technical advisory committee. He will be offering comments on the three documents mentioned by Wisconsin Department of Transportation (DOT) representatives at the recent Committee of the Whole meeting on the interchange plans. The Agency Coordination Plan is a document of about 14-15 pages. The Impact Analysis Methodology document is fairly general, but there are some areas such as air quality and water quality where specific methods are included. The Interchange Draft Purpose and Needs statement addresses projected 2020 and 2035 conditions if no changes are made. In part, he will seek assurance that environmental standards are adhered to at the same level required of the city. At the two public meetings scheduled later this month (May 21 at State Fair Park and May 29 at Wauwatosa West), maps will be displayed showing transportation, property acquisitions, and potential designs.

Ald. Maher commented on the need for a broader discussion about the transportation system as opposed to focusing exclusively on Hwy. 45. To what extent is this an issue that should be part of the discussion and how might one attempt to pursue these different intra-modal systems? As discussion ensued, he noted that design is to be fairly complete by October 2009, which means that a lot of discussion has already occurred and drawings have been made. There are issues of mass transportation that we should try to bring to the table as well as issues of local connecting streets, impacts on neighborhoods, and alternate patterns of traffic. Mr. Kappel said that he can include that concern in his advisory committee comments. DOT representatives also heard some of that from the Committee of the Whole last week. They mentioned that proposed revisions take into account implementation of the SEWRPC 2035 plan, but there does not seem to be a united regional effort to institute that plan. Milwaukee's city engineer and the past two mayors have been vocal about transit, but there has been no agreement between the city and county on direction.

Ald. McBride asked if other agencies with a broader transportation outlook have been invited to be participating agencies—non-profits, for example, that are considering alternative uses. Mr. Kappel said that generally those invited are the municipalities affected by the program itself. Most of the Indian tribes have been included; others are federal and state agencies and local units of government.

Mr. Kappel commented on the West Suburban TIA (traffic impact analysis) dealing with local roads adjacent to the freeway that is also now underway. It started as a local initiative about three years ago when the city invited DOT officials and others to discuss traffic concerns, particularly about Watertown Plank Road in connection with expansion at the Research Park and medical center. The state ultimately took it over and hired a consulting firm so that all options could be explored. The TIA results will be brought into the interchange study. Some information is due in about June, which Mr. Kappel will bring back to the committee. Recommendations are expected to include widening of roads, potential new roads, and ingress and egress to the county grounds and Research Park. Some improvements to local roads might be handled under traffic mitigation efforts prior to the freeway reconstruction.

Moved by Ald. Stepaniak, seconded by Ald. McBride to direct that the need to meet environmental regulations at the same level required of the city be communicated to the state; Ald. Maher offered an amendment to add that support for a multi-modal approach also be communicated –

Ald. Jay disagreed with bringing mass transit into the discussion, feeling that light rail, a trolley system or even a dedicated bus lane is not a wise direction in which to go. Ald. McBride noted that County Executive Walker has promoted dedicated bus lanes as an alternative, but all options should be looked at

before deciding that something doesn't make sense. The concern is that the DOT does not seem to be looking at just the highway and not a multi-modal transportation system.

In response to a question from Ald. Jay about Blue Mound Road plans, Mr. Kappel explained that planners will focus on the impact of the reconstruction process on local roads once they get further along in the design process. Staff has some experience with measures that might be available for mitigation during reconstruction and will try to get that incorporated into the project. He was unsure about any expansion of Blue Mound Road but noted that improvements have been made at the Hwy. 100/Mayfair Road intersection and Hwy. 100 is to be resurfaced and possibly widened as part of mitigation efforts. He also noted that much of the reconstruction will occur at night.

Mr. Kappel indicated that he will try to bring information back to this committee as he receives it. There may be times, however, when a response is needed prior to reporting. He will provide copies of any city response, and updates could also be provided in the weekly Same Page report. It is the committee's call on whether something should come to the committee or to the entire Council.

The general consensus was to request updates on at least a monthly basis, with emergency updates as needed on issues of particular importance such as land acquisition or issues that affect the watershed or the railroad line. Ald. Maher felt that as much information as possible should go out to residents, particularly through the city newsletter and the website. Ald. McBride added that input from affected retail districts such as the Village, Mayfair Mall, and the North Avenue corridors should be sought so that staff can speak on their behalf. Mr. Kappel said that several of the groups that are meeting include businesses; he will investigate inclusion of the BID director. Mayfair Mall is at the table as well as the Regional Medical Center, and the Research Park.

The Chair ruled that the motion on the floor is not directly related to the agenda item, being more substantive in terms of direction than relating just to the communication process with the committee, and directed that the subject of the Zoo Interchange be brought back to committee at the first meeting in June.

Mr. Kappel summarized that he would use the weekly Same Page report as well as update the committee monthly based on the project's meeting schedule. Further discussion of some of the more policy-related issues would be possible at the next meetings. He will try to contact the committee if it seems there is something they might want to weigh in on. In the response to DOT due by the end of the month, he will inform them of the concern about meeting environmental laws at the same level required of the city. MMSD also has an interest in that requirement, and it may be a request of other municipalities as well.

Ald. Stepaniak suggested a briefing to this committee and discussion of the transportation chapter of the Comprehensive Plan draft. Although the new Comprehensive Plan won't get into the Hwy. 45 options very much, it does deal with major traffic corridors and related issues. Mr. Kappel will follow through on setting up a presentation.

The meeting adjourned at 8:00 p.m.

Carla A. Ledesma, City Clerk
Wauwatosa, Wisconsin



November 24, 2008

Mr. Brad Heimlich, Project Manager
Forward 45
135 S. 84th St., Suite 325
Milwaukee, WI 53214

Dear Mr. Heimlich,

The Wisconsin Exposition Center is located on the Wisconsin State Fair grounds. It is the state's largest exhibit hall with over 200,000 gross square feet of space.

The Wisconsin Exposition Center draws an attendance of nearly 2,000,000 people per year hosting popular events such as Journal Sentinel Sports Show, the Realtors Home and Garden Show, the NARI Home Improvement Show, the Milwaukee RV Show and the Milwaukee Boat Show and others. The venue is also part of the 11 day Wisconsin State Fair's overall programming with exhibits and entertainment.

I attended the Zoo Interchange Public Information Session October 27 and had an opportunity to review the various interchange designs and improvements. I understand and appreciate the need for 1-94 Zoo Interchange Improvements and commend you on successful Marquette Interchange Project.

For events held at the Wisconsin Exposition Center, 84th St is the main entry point into Wisconsin State Fair Park, through gates 4 and 5. After studying the various plans it appears that the M3 alternative would provide the least amount of disruption and confusion for the public attending events at this venue and continues to provide easy access to events at State Fair Park.

I am particularly concerned with any improvements that would remove the 84th Street ramp (M1 alternative). With its easy access and ample parking the location of this venue on State Fair grounds is a major selling point for events that are hosted here. The M1 alternative would reroute traffic through several residential areas along 76th street and O' Conner Street (Texas U-Turn). This re-routing of traffic takes attendees on a confusing whirlwind tour of neighborhoods and through West Allis before arriving at this destination. This